LAST 2 DAYS OF THE BIG SALE

Saturday, August 29th and Monday, August 31st.

AMERICAN CLOTHING COMPANY, Corner Main and Themis streets Opposite the Sturdivant Bank, Cape Girardeau, Mo.

Notice the large red sign in front of the store which says, "EMERGENCY SALE."

FATHER LEVAN WAS HELD AS SPY IN FRANCE

Popular Cape Priest Arrested In Havre and Quizzed By Police.

OFFICIALS THOUGHT HE WAS FROM GERMANY

Borrowed Money In Paris For Homeward Trip When St. Louis Checks Were Refused

F. Levan, C. M., pastor of St. Vincent's church, arrived in the Cape yes-

The conference met in Paris the day nonbefore orders came for the troops of quested the delegates to rush to their business so that they could leave Paris before trouble started.

ernoon and before the meeting was reconvened ,placards were posted up along the streets notifying the townspeople that the French army had be- duced my trunk check, the man in gun to mobilize.

me later and the delegates made hurried eftforts to leave the city. Fa- arrested disguised as priests and was unable to get out of Paris. He captured a prize, I told the policeman advised the other priests to wait sev- I was what might be called a cosmoeral days until the foreigners and politan. I explained by saying that I soldiers could be accommidated, and Irish parentage, spoke French and then, he thought they would experi possessed some of the features of a ence little difficulty in getting to German. some city from which point they could "That was the only real trouble I

without delay, and they continued real money. I then went to the head their efforts to depart. Every train of St. Vincent's order in Paris and was crowded with soldiers, and they borrowed 1500 francs. I was really were compelled to remain. Father surprised at the prices. I naturally be-Levan visited the various railway stations several times each day, and while unable to find accommodations for able. himself, he aided Americans, especial- "During the time that 1 was in ly women and children.

"I found many American ladies unaccompanied and in great distress," food, but that was to be expected. said Father Levan. "Many of them The chief chef and many other emcould not speak French, and were un- ployes were ordered to report for duty able to make themselves understood, which, of course, they did. This added to their troubles, I served English soldiers landed, They marched

"Four days after the mobilization began I was able to get aboard a I found later that I was mistaken. And when the train departed, people resembled sardines, but no one homeward, no matter how uncomfort- trip. able we were. At every station along the line, we picked up soldiers.

"We reached Havre, which is shortly more than 100 miles from Paris after traveling ten hours. And when we arrived there we found that no ships were running to the United States. The Cunard steamers had all been on a business trip.

pressed into service, but I learned that the La France was willing to attempt the journey, but the Marine Commissioner refused to permit it. Each day there were rumors that the vessel then to the police headquarters, and from there to the steamship line.

"The order came from the Government that no foreigner could get out to travel about without first obtaining papers from the American repre-

"I knew that we were to remain in Havre for a number of days and I would depart, but each nightfall found us still there.

"Everybody had purchased their passage and were very anxious that the trip be begun. In the meantime After being marooned in France, every American had to get proper where he served as interpreter for a credentials. We were first sent to the host of stranded Americans and was Consulate, then to the Embassy, and ton street for which contracts have come to the home of Fred Wells, who disuster and the North Sen may see arrested as a German spy, Father T | endeavored to witness the preparations for war and watch the people. One day while strolling down near find itself deeply involved. terday with a thrilling story of his the heart of the city, I was tapped on the heart of the city, I was tapped on development of this thoroughfare the back by a gendame (policeman), to extend it through as far north as to the Wills demicie, he not I red cavigable waters and it is creditably Father Levan wa sa delegate from who inquired; 'Who are you and where this district to a conference of Catho- are you from?' I told him that I was acriegal proceedings, through the varilies, which was held in Paris for the an American and was waiting for my purpose of transacting business of ship to leave, 'You had better come much importance to the Catholic with me,' he said, and I didn't argue with him. I simply walked along with school property, awarded for that give him until we reached the police sta-

"There I was quiesed at length, I france to mobilize. The next day the was asked to show my passport, and Superior General of the order re. when I stated that I did not possess one, they became greatly excited. I carried a passport the last time I went over and it was more or less of a burden to me. I decided never to

The conclave took a recess that aft- carry another one, but I have now decided to keep one handy when I travel on the other side of the pond. "Well, after being questioned at

some length, during which time I procharge said I could go and stated that The conference adjourned a short the man who had arrested me had only moved in from the courary. He had learned that German spies had been ther Levan visited every depot, but when he saw me he thought he had was born in the United States, was of

had during my trip. When the mobilization order came, I discovered that But they were determined to leave travelers' checks were not worth any into effect shortly after was declared, but the increase was hardly notice-

charged something over \$1,50 per day. The service was bad and so was the

them as best I could and did all I through the streets and their scarlet could to aid them to get out of the trousers made the soldiers noticeable a long distance away.

"Fourteen days after I arrived in Havre announcement was made it it was ready to sail. Our trip across the train for Havre. When I climbed on I ocean was without interest so far as thought it held as many people as the war affected us, but we almost could possibly be accommodated, but had a collision shortly before we reached New York. We were running and that the records will bear out his through a fog and came very near hitting the light ship off Nantucket. The crew stopped our boat just in time. complained. We were glad to start All together it was a very interesting

> J. K. Langford of Doniphan transacted business in this city Wednes-

> G. Noland and P. H. Shattuck of St. Louis were business visitors in this city yesterday.

BENTON STREET **FLABERGASTS** SCHOOL BOARD

without proper credentials and none Members of Body Do Not Know Whether Secretary **Gave Away Property** Or Not.

> WALKER FEELS SURE HE FOLLOWED ORDERS

Educators As Difficult As the "Age of Ann".

been awarded, promises to lead up to

ing a way by condemnation and otasus properties it will traverse when that of green folder.

pose by Don L. Is Luriner,

aphide y were the right of

When the matter of obtaining a vege through these premises brought to the a tention of the Board of Education a short time ago, the sembers, after deliberating over the proposition concluded that if they old utilize the required area for street purposes, they would gladly pay out of school funds their pro rata share in the construction of the page.

Some dispute arose as to the preor method by which a transfer could made to the city, and when the mmirtee that had been appointed to ledde as to the correct course to nur Hans advised a Tribune representa ive that he, in acting for the compait e, made no written report, but verb ally suggested that the City Council be adviced that if it could legally condemn the property, the school bound would willingly defray its should the expense in improving the street ad-

incent to the school ground, J. H. Phillips, president of the hool board, also a Tribune repreentative that his recollection of the reldent was as Mr. Hans had stated Dr. G. W. Walker, so gotary of the loard of Education evidently mis onstrued the meaning of the report and instead of requesting that some egal condemnation proceeding been tuted, wrote a lector to Mayor i A. Kage, containing a coder by the

Board of Education, grant permission to pave the street, and offering in beshare of the expense E. M. Thilenius in talking over the

phone, expressed his approval of I'm Walker's action in writing the letter to the Mayor. When questioned as to Havre I lived on the ship and was only the probable outcome in case property owners should refuse to pay their prorata shares of the expense of construction, on the ground that the old survey was correct and that the school property faced the street from either de, he stated that there were who would not pay anything if they ould avoid ti, and that the contingenmentioned was a surprise to him He also said that he did not know what steps to take to meet it.

The question puzzling some of the cembers of the Board is whether or not the fact that other property own ers will be required to join in the expense will mean a transfer of that part of the property to the city, and so, has the Board a legal right

make such a transfer? Dr. Walker stated that the letter written by order of the Board statements.

Another matter which is causing me anxiety is that the line as surveyed by City Engineer Christ Stiver said not to conform with the line of the original survey, and that according to the latter, the school property extends completely across the contemplated street and that some of it is actually within the enclosures of private property owners who are perhans waiting for the improvements to be completed before waiting for the and Owen Porter of Campbell moimprovements to be completed before tored into the Cape yesterday mornexpressing their intuition to stand by ing enroute to St. Louis, for which Ben Cohn of Chicago is in the city the original survey, thus throwing the point they departed in the early aftth original survey, thus throwing the street on the Board of Education.

Horse Upsets to Get Green Corn

Beast Tries to Execute Cupe Blacksmith in Order to Land Roasting Ears.

Alonzo Miller, a blacksmith employed in a carriage repair shop in Haarig, met with an unusual experidredge boat which is operating a few than in the Japanese-Russian war. miles south of this city.

friend and, without saying a word to the loss of 120 men. It might be pohis employer, appropriated an ancient etic justice that the ship which placed their behalf, and is entitled to a large Predicament Now Confronting buckboard that had been sent to the the mine, the Koenigen Luise, was share of the credit for their accomshop for repairs.

One of the purposes sought in the Cape, Just as he reached the gate Sca in the Japanese-Russian struggle independence street, necessitating op- coming out of the field on the oppo- Procted that Austria-Humany, Rus size side of the road, carrying an arm sin and Prance have done likewise.

Millior gathered up the dangling The tract upon which the new high the und giving them a steady pull brought Bucephalus to a sudden light. his Wills stood his burden of cornscale against the front wheel while This land axt rule to cost, it to the took the horny hand of Mr. Miller in triendly greeting, after which coreweather conditions and crop author were discussed in legical to mill century, when he sought to infashion. at fashton.

When they had settled the European turbulence, the farmer friend leisurely gathered up his had of "roughness" and trudged wearily around the rear end of the buggy. while the blacksmith was engaged in 1000 of these mines ready for service, preparatory to resuming his journey.

In the meantime, Bucephalus, who had been burried from his stall without any breakfast had directed his ating feed of unstemmed roasting cars and his mouth watered at the sight of it. In fact he could not bear to see was deemed too extended a field of such a treat escape him, and without any preliminaries, he deliberately swapped ends with himself in his endeavor to close the gap between himself and the vanishing feast.

The ancient vehicle gave a gasp and a groan, then slowly careening, hung in the balance for a second be-cities from that great distance out at fore the final crash, which resulted in a complete overturning, with the startled occupant helplessly imprisoned beneath the wreckage.

When the startled Wills saw his friend's predicament, he threw his load to the ground and hastened to determination to get the corn proceeded to drag the inverted carriage with him as he struggled to reach his destination. The unfortunate blacksmith bumped over the rocky places mines, as the mere fact of their presas the high seat back nudged him ence prevented the French fleet from

When finally removed from his first to reap the fruit perilous position his head was row- planting. On raising their mine field ered with nodules much resonaling goose eggs in size and form and while there was scarcely a payt of his body that did not show some ill ef- of the British Amphion, a German feet, he still held his pipe firmly be- torpedo boat was blown up by a Gertween his teeth and was puffing vig-trian steamship was blown up off orously when the buggy was lifted Pola. from his heaving form.

When everything was restored to peared in a cloud of dust, which cleared away long before the sounds of his impassioned reproaches on his thoughtless roadster faded from the hearing of his faithful friend and

Charles Tweedle, Charles Porter

SUBMARINE MINE'S CAPE ASKED TO IMPORTANT WORK AID WATERWAYS

Sea Now Underlaid With Devices Which Will Destroy Whole Fleets.

Washington, D. C., Aug. 26.-The submarine mine is going to play a big part in the present European conflict. nized and the invaluable co-operation ence while driving down to the big Probably it will cause more havor of the press of the country is cordial-

phion, has been destroyed by a North Mr. Miller borrowed a nag from a Sen mine, laid by the Germans, with caught red-handed by a flotilla of plishment. British destroyers and sem to the Starting in the cool, early morning bottom. However, the Kaiser's mine fifteen miles on an efficient country The proposed improvement of Ben- he fogged along the road until he layer already had sown the seed of road. some unexpected entanglements in lives with his parents on a farm as many ships hit below the water three hundred miles on a good railone and sent to Davy Jones Locker, chich the Board of Education might about three miles southwest of the as very sunk by mines in the Yellow

Great Issuam has now determined

To the peace lover this menuce to apping is worfully shocking and yet is substantially in keeping with the interestional agreement entered into matters; the United States was a parto that understanding.

This may seem extremely barburous for there was a day when the subhen found out early in the nine somer of annihilating the most foruidable of flects. Since then the susepithillies of civilized nations have dergone a change and the submamine is now an accepted and acentible engine of destruction

England alone is said to have 20,relighting his Missouri meerschaam, that in military logic, there is a rational excuse for the sowing of con not mines in the open sea. Accordto the old Roman law, territorial this in adjacent waters extended up the reddle lines, just as two neighboundaries in the center of the stream. Applied to oceans and seas,

> catrol and accordingly the territor limit of three miles, sometimes called a marine league, was set, be muse in those days, the range of ar-tillery did not reach beyond that, Today the great guns of the newest

> dreadnaughts have a bombarding range of nearly fifteen miles. Therefore, if the enemy can bombard coast sea, why should it not be permissable to mine the open waters that far off The Germans are not new at this

form of coast defense and in this war they are but profiting by past exper-terways? ience. The moral effect of submarine mines was amply demonstrated in the Franco-Prussian war of 1870. Then the rescue. The hungry beast, in his the Prussians defended their principal harbors in the North Sea and the Baltic by means of mechanical and electro-mechanical mines.

During the war no opportunities occurred to test the efficiency of the undertaking operations.
The Kaiser's own people were the

out a great many lives through un-

In the present war since the loss

The present type of submarine The persistent mag devoured the bomb was perfected by the Italians.

hard-earned breakfast in gourmand-those that expless of contact mines -those that explode when struck and izing fashion while the disheveled those which explode when tipped over driver collected his wits and felt his by a passing vessel, but only when an humps. the shore. These latter mines are only for harbor defense. They are its natural order Mr. Miller disap- harmless, so long as there is no current, but become active when the elecricity is turned on from shore. Thus these mines are a menace to hostile ships, but offer no danger to peace-

> Howard Liddy of Oak Ridge visitd friends in this city yesterday.

Lester Taylor, Ben Obermiller, Harry Cracraft and William Schwab of Jackson visited friends in this city vesterday.

Chester Wiggins of Anna. Ill., is in the Cape on a business trip.

(Continued from page one.)

artifled to the entire credit for these results. The effective work done by local waterway associations and commercial organizations is fully recogly appreciated. But this Congress has Already one British ship, the Am- insistently, consistently and persistiti) advocated these things, has conducted a nation-wide campaign in

"One dollar moves a ton of freight

"One dollar neves a ton of freight

20ne dellar moves a ten of freight lifteen hundred miles on an efficient and dependable inland waterway, such as the Mississippi and Missouri River existems will be in a few years, if the Federal Government does its duty and carries out plans under which improvements are now being made.

"One dollar on the ocean, which overs more than half the world's surthree, a ton of freight can be moved save make his one dollar.

" "If the cities on our inland waerware are to have a part in the somerce of the world, they must are the cheapest possible transporallow to the open sea-the highway I the world commerce-

"That the people of the United States pay out each year about three imes as much for transportation nows, that is for the carriage of reight and passengers, as they pay in taxes for the support of the Government—national, state and local?

"That transportation afects the ofer of everything that everybody nys, sells, eats, wears or uses in any vay whatever air, water and sunhine excepted?

"That cheap transportation benefits s the the producer and the consumer. naking wheat and cotton higher and flour and cloth lower at one and the same time?

"That the direct saving on goods actually carried by water in the United States is over \$550,000,000 a year?

"That the indirect saving, thus caused, is probably as large as the direct saving given above? "That both the direct and indirect

saving would be largely increased by the further improvement of our wa-"That Frankford, Germany, grew more in twenty years after the River

Main was canalized than it had grown in fifteen hundred years before? "That throughout the civilized world the largest cities, the densest population, the busiest and most pros-

perous people are to be found along navigable waterways? "That if we shall make possible the complete development of our nat-

aral resources through the improvement of all our waterways, the United States can dominate the comperce of

"That the one supreme resistless power in the United States is the power of public opinion?

"That the only organization which is carrying on a nation-wide campaign for the creation of an active, intelligent, result-compelling opinion regarding waterways is the National Rivers and Harbors Congress?

L. C. Hall of Memphis transacted business in this city yesterday.

Jessie Adams of Benton is in the Cape on a shopping trip, B. W. Hall of Oran is visiting with friends in this city.

1. L. Tuck and Pat Murphy, with their families, returned yesterday from St. Louis, where they have been visiting for several days. They made the trip in automobiles, having first gone to Schumer Springs, and later continuing their journey northward. They report an excellent trip, greatly enjoyed by all who participated.